

The Mount Vernon District web page has recently been updated. Just about everything is new including transportation issues, land use issues, the Mount Vernon Hospital proposed plans and much, much more. There are a number of new features, especially one called "Hot Topics". This element will have weekly updates on the latest news pertaining to the Mount Vernon Magisterial District. The web address is:

<http://www.fairfaxcounty.gov/gov/bos/mvd/mvd.htm>

For those who do not have computer access, please know that all Fairfax County Libraries have computers for use by the public, and staff who are more than willing to help you with accessing this site. Also, if you want a print copy of a section in Hot Topics, please let my office know and we will see that you receive it via first class mail. My office telephone number is 703-780-7518.

Lord and Lady Fairfax for the Mount District

I am pleased to announce my choice of **Joseph M. Chudzik** as Lord Fairfax and **Harriet H. Piper** as Lady Fairfax. This award is given in recognition of their significant and sustained volunteerism for the Mount Vernon Magisterial District and for being leaders in making a difference in our community.

In 2003, Lord Chudzik received the Fairfax County, Environmental Quality Advisory Council's highest citizens environmental award for all of Fairfax County. He was recognized by the Board of Supervisors for his work on Mason Neck and for involving the community members, youth and service organizations in roadside clean ups, park clean ups; for establishing a Pohick Creek water quality monitoring program, a program overseen by the Commonwealth of Virginia; for his initiatives in finding grant funding for the design and construction of the Manson Neck Trail project and for working with state legislators to designate historic Old Colchester Road as a scenic by-way.

Lady Fairfax, Harriet Piper is recognized for her volunteer work at the Mount Vernon Hospital and as an original Auxiliary member since its inception in 1976. Since 1978 she has been a manager/buyer of the hospital's gift shop. Ms. Piper served as president of the Auxiliary between 2001 and 2003. On a state-wide basis she served for seven years on the Virginia Association of Healthcare Auxiliaries and Volunteers board and currently serves on the Northern District board.

Emergency Medical Services Billing Comes to Fairfax County

Emergency Medical Service (EMS) transport billing is coming to Fairfax County. Fairfax County Fire and Rescue Department is committed to "service first" for this and other services. While this is a new fee for Fairfax County, it is estimated that 70 percent or more of jurisdictions throughout the country charge for ambulance transport services. Locally, the District of Columbia, Arlington County and the City of Alexandria impose this charge.

No one will ever be denied service based on ability to pay or whether they have health insurance. However, most residents in Fairfax County have health insurance, and ambulance transport coverage is a standard covered service. Indeed, patients pay for this coverage in their health insurance premiums. Insurance companies recognize that ambulance transportation is a normal cost of patient care during medical emergency situations.

The County plan for emergency medical transport billing is to minimize the impact on residents. Patients' insurance companies will be billed for ambulance transport services. The Fire and Rescue Department plans to develop policies and procedures that will waive co-payments for residents. (persons residing outside Fairfax County would be billed for co-payments after insurance payments are received.) If all goes as planned, most citizens will never see a bill. For Fairfax County residents who are uninsured, there will be a hardship waiver form and reasonable payment plans available to ensure that no one suffers financial hardship as a result of a medical emergency ambulance trip. The charge is only for transportation to a hospital in a medical transport unit, there will be no charge for any services rendered when the patient is not transported.

The Department has been very clear in its determination to ensure that the public welfare is maintained and enhanced with this new program. The overriding Guiding Principles under which the EMS billing program is designed include:

- ! Ability to pay will never be considered when rendering service. No one will suffer financial hardship as a result of an emergency medical transport.
- ! The system of providing Emergency Medical Services in Fairfax County will remain caring and compassionate.
- ! The Department will continue to provide the highest quality care possible.
- ! Implementation of a fee for EMS transport services will never diminish the way care is provided by EMS providers in the County.

EMS Billing Frequently Asked Questions

1. *When will Fairfax County implement EMS billing?* Program implementation is scheduled for April 1, 2005.
2. *How is charging for emergency medical transport service authorized?* Section 32.1-111.14 of the Code of Virginia authorizes counties to make reasonable charges for the use of emergency medical service vehicles.
3. *What charges will be levied for the different levels of emergency medical services?* There will be a charge of \$300 for Basic Life Support transport (BLS), \$400 for Advanced Life Support, level 1 transport (ALS1), \$550 for Advanced Life Support, level 2 transport (ALS2), and \$7.50 per mile for ground transport mileage.
4. *Under what circumstances are charges not imposed?* There is no charge for service rendered when a person is not transported. In addition, the ordinance waives charges in the following circumstances: when someone is medically indigent; persons in custody of the Sheriff of Fairfax County; persons in detention facilities, persons affected by natural or man-made calamity of disaster, including fire, flood and storm; and persons transported pursuant to any no-charge mutual aid agreement in another jurisdiction.
5. *If I don't have health insurance, and cannot pay my bill, what options are there?* Patients medically transported who do not provide health insurance information will be sent a request for information that includes a hardship waiver form that can be submitted if they are uninsured and cannot afford to make

payments. Alternatively, a payment plan will be offered requiring moderate payments with no interest or penalties.

6. *Will Medicare pay for EMS transport services?* Medicare will pay 80 percent of the approved amount. However, co-payments will be waived for County residents.
7. *What if my insurance company will not cover my ambulance transport bill?* The County's billing service will attempt to gain all information required to show the medical necessity of the transport. However, if the claim is ultimately rejected, the Department will consider the charge uncollectible.
8. *If I call for emergency medical service and I am not transported will I be charged?* No. There is no fee for care rendered where there is no transport.
9. *What kind of medical reporting system will be put into place?* Firefighters and paramedics will use a hand-held electronic patient care reporting system.
10. *How many transports does the Fire and Rescue Department make annually?* Currently, the Department makes approximately 40,000 transports yearly.
11. *Do many cities and counties have EMS billing programs?* Yes. Many cities and counties have enacted EMS transport billing. Nationally, the figure is 70 percent or more. Locally, the District of Columbia, Arlington, and Alexandria charge for ambulance transport services.

South County High School Attendance Boundary Discussions

Attendance area boundaries for the new school will be determined through a Town Meeting process. Meetings are scheduled for Oct. 12, Nov. 3 and Nov. 15. Details will be announced as the dates get closer. A letter to civic associations in the study area will be sent before school starts so there will be time to get it into local newsletters.

Construction of the South County High School has begun and is on schedule to open in 2005, three years ahead of its initial planned opening. In addition, this public-private partnership is saving Fairfax County taxpayers \$25.5 million. The capacity of the school is 2,500 students.

Affected Schools

Although Hayfield Secondary is being renovated, the school will remain significantly over capacity until the new "South County" School opens. The new high school will provide an opportunity to relieve overcrowding at not only Hayfield but also high and middle schools adjacent to Hayfield such as Edison/Twain and Lee/Key. The renovation of Lake Braddock Secondary includes an addition that will increase capacity by approximately 375 student spaces. This addition will substantially relieve the overcrowding at Lake Braddock. The new "South County" school could provide an opportunity for some Lake Braddock students to attend a school closer to their homes, however, that will depend on input from the community during the Town Meeting Process.

It is unlikely changes to elementary school boundaries will be required as a result of the high school redistricting.

There are no adverse programmatic impacts anticipated as a result of the new school opening. Obviously attendance areas will have to be changed and students reassigned to take advantage of the new capacity. During the short time it takes to phase-in the new school, some families may have students attending two high schools. For example, a family with twelfth grade and ninth grade students in 2005 could be split between the current school assignment for the twelfth grade student and the new school for the ninth grade child.

In general the new school should provide an opportunity to decrease both busing times and distance for middle and high school students in the south county area. During the phase-in period some double busing will be required to allow twelfth and possibly eleventh grade students to finish at their current high school assignment.

The exact makeup of the boundary study grouping has not been determined yet. However, it is anticipated that schools whose boundaries are adjacent to the Hayfield Secondary attendance area will be included in the study. It should be noted that inclusion in the study does not necessarily mean a school's attendance area will be changed.

FCPS does not anticipate forming a new cluster as a result of this new school.

South County Middle School (Grades 7 and 8)

This middle school is in the Long Range Fairfax County Capital Improvement Plan (CIP) to begin financing in 2014. The land has been identified and appropriated on Laurel Hill in Lorton near the South County High School. As the need for a middle school is critical, the Mount Vernon District School Board member, Dan Storck, is working to amend the CIP to expedite the time for construction.

Don't Be Mosquito Meat - Use DEET

Now that the 2004 West Nile virus season is here, the Health Department encourages everyone to "Fight the Bite" by using insect repellents containing up to 30 percent DEET when outdoors when mosquitoes are likely to bug you. DEET has been widely studied in the scientific community, but is often misunderstood by the general public. The fact is that insect repellents containing DEET have been proven to be both effective and safe when used in accordance with label instructions. The American Academy of Pediatrics (AAP) says a DEET concentration of up to 30 percent is safe to use on anyone older than two months of age. The Health Department has produced a new DEET fact sheet and a fun, catchy poster that reminds everyone: "Don't Be Mosquito Meat: Use DEET." The DEET fact sheet is based on information from the Centers for Disease Control and Prevention and the AAP. These materials are available to read and download online at the Fight the Bite Web page. If you have any questions, give Carl Sivertsen a BUZZ at 703-246-2338, TTY 703-591-6435.

Ways You Can Increase Fuel Economy in Today's Escalating Fuel Cost Environment

- ! First and foremost, eliminate unnecessary travel
- ! Carpool and consolidate trips whenever possible
- ! Only run air conditioning when necessary
- ! Ensure tires are inflated to the correct pressure
- ! Avoid long idling; turn the engine off if the vehicle will idle for more than one minute
- ! Ensure vehicles adhere to the preventive maintenance schedule
- ! Drive at moderate speeds and avoid "jackrabbit starts"
- ! Use cruise control when possible
- ! Plan your trips to avoid unnecessary miles or fuel usage

- ! Do not carry unnecessary weight in your vehicle
- ! Do not top off the fuel tank when refueling

Fairfax County Cleans the Air One Bus at a Time

The Fairfax County Department of Vehicle Services has undertaken a variety of initiatives as part of the county's voluntary contribution to the regional effort to clean up the air in the Washington metro area. The Department of Vehicle Services has initiated a voluntary, major retrofit project to remove substantial amounts of air pollutants from the exhaust of more than 1,000 school buses over the next two years. Over 400 buses will receive a diesel oxidation catalyst and a reprogramming of the engine's electronic control module, reducing the amount of nitrogen oxides in the exhaust by 25 percent. Nearly 600 more buses that cannot be reprogrammed will receive only a diesel oxidation catalyst that will reduce the amount of hydrocarbons in the exhaust by 50 percent. All buses will emit lower levels of particulate matter after their retrofits. When all eligible school buses have been treated, the Department of Vehicle Services will begin retrofits on all of the county's other diesel-powered trucks, buses and off-road machines to reduce the pollutants in their exhaust as well. By the end of the three years needed to retrofit all the county's diesel engines, emission standards for new engines will make new diesel highway vehicles far cleaner than the retrofitted ones. As cleaner engines become available, the county buys the cleanest ones offered. Meanwhile, the county's Department of Transportation is voluntarily initiating another project to retrofit 148 Fairfax Connector buses, all but the very oldest, with diesel particulate filters. These filters reduce hydrocarbons and particulate matter somewhat better than the diesel oxidation catalysts, but cost significantly more and require the use of a special, "ultra-low sulfur" diesel fuel. The Department of Vehicle Services has arranged for the special fuel to be phased in for use in all county diesel vehicles over the next two years. It will become the standard highway diesel fuel in the United States near the end of 2006.

Solid Waste Program

On May 10, 2004 the Fairfax County Board of Supervisors held a Public Hearing regarding the County's Solid Waste Management Plan. After hearing comments from numerous persons, both present and those sending correspondence, the County Board asked staff to revise the proposed Solid Waste Management Plan. Staff were asked to revise the Plan that pertained to giving private waste collection companies a five year notice that the county may seek to displace their service. County staff had proposed that the county provide additional oversight of waste collection firms by invoking a separate public hearing regarding a five year notice and possibly contracting out areas of the county for service (separate from existing Sanitary Districts). This portion of the Plan has now been revised, and the Plan will be submitted to the Virginia Department of Environmental Quality by July 1, 2004 pursuant to regulatory requirements. The Board of Supervisors did form a separate Task Force to study issues that arose from the Solid Waste Management Plan, including, problems related to service quality of waste collection firms, air emissions from trucks, disaster and emergency response, unified recycling activities, and other issues specified by the Board of Supervisors. Sixteen members have been appointed to that group who will be meeting during the next year and will report back to the board with a final report in May 2005. Information regarding the County's SWMP is available at <http://www.fairfaxcounty.gov/dpwes/swmp> and will continue to be updated as the Task Force meets.

Criminal Street Gangs in Fairfax County

In 1997, as gang related incidents began to occur more frequently, the police department formally targeted youth gang crime. At this time, the police department instituted the Gang Investigations Unit. This unit was the first of its kind in the Northern Virginia area and continues to be referred to as the best source of information and training for other law enforcement agencies both locally and regionally. In 2003, funding

from Congress enabled the creation of the Northern Virginia Gang Task Force. This unit bridges the efforts of the Gang Investigations Unit with partners from the entire region to include representation from the FBI, ATF, and US-ICE.

FCPD Proactive Gang Interdiction Programs

In addition to investigative and street patrol enforcement efforts, the police department also actively confronts criminal gang activity with several education and public service programs. A summary of these programs is provided:

- ! Frequent public education and awareness programs and presentations;
- ! School Resource Officers (SROs), trained by the Gang Unit, frequently pass important information onto detectives. SROs are involved in numerous activities to prevent youth gang involvement;
- ! SROs, Gang Unit officers, and other neighborhood patrol officers participate in peer mediation sessions and conduct home and school interventions with parents and teachers;
- ! Diversion programs such as Gang Resistance Education and Training (GREAT) are designed to help children become responsible, set goals, learn conflict resolution, resist gang pressure and to learn how gangs impact their lives. Currently GREAT is taught in two middle schools, but is projected to be expanded into all school districts next year;
- ! Class Action and other school education classes, are taught by SROs at the high school level. The aim is to teach students the legal consequences of their actions and how it may also affect their families.
- ! There are youth mentoring program in schools and community;
- ! Community organized graffiti removal programs;
- ! Gang Awareness program where every fifth grader in all 150 Fairfax County Elementary Schools and in 15 Private schools are presented a formal lesson on anger awareness by FCPD School Education Officers (SEOs);
- ! Crime Prevention Officers (CPOs) present informational lectures on gangs to the community upon request and distribute printed materials, such as "Facts on Gangs What Every Citizen Should Know ";
- ! Tattoo and Graffiti removal programs;
- ! Participation and leadership classes with police related to youth violence and gang crime. Examples include the Fairfax Partnership for Youth, Fairfax County Human Services, PTA, Attorney General Task Force.

We All Have a Role to Play

As a community member, report gang graffiti to the police and encourage property owners to remove graffiti. Report gang crimes to the police department; As a parent, realize that young children to young adults can be challenged by gang recruitment. Be aware of your child's interest gang graffiti, sketches, or tattoos reflecting gang involvement. Minimize unsupervised time; and Learn more about gang crime by attending the police department 's presentation

Sexual Assault Free and Empowered (S.A.F.E.)

In the United States, a woman is assaulted every six minutes. Three out of four women will experience at least one violent crime in their lifetimes. Would you effectively defend yourself if attacked? S.A.F.E. is a women's self-defense program that teaches realistic self-defense tactics and techniques. The program begins with awareness, prevention, risk reduction and avoidance. It then progresses to the basics of hands-on defense training. To learn more about S.A.F.E. or to sign up for the course, please call (703) 246-7806.

Mature Operator's Driver Improvement Program

The Fairfax County Police Department offers residents 55 and over, enrollment in the MODIP. This class provides safe driving information, and is presented by certified Fairfax County Auxiliary Police officers. Upon completion, drivers are eligible for the Virginia State insurance premium reduction. To make a reservation for the class, please call the Franconia District Police Station at 703 924 6588.

Homeowner Associations

Mr. Cal Wagner is the County's resident expert on HOAs (and COAs, etc) and is available to assist you and your constituents with any problems and questions related to HOA management and governance. He makes frequent presentations to community associations about State laws, local requirements, towing issues, etc . as well as maintenance and management topics. He is also the staff person responsible for preparation and updates of the Community Association Manual which is published by this agency. His e-mail address is cwagn1@fairfaxcounty.gov and questions related to HOA management and governance. He makes frequent presentations to community associations about State laws, local requirements, towing issues, etc as well as maintenance and management topics. He is also the staff person responsible for preparation and updates of the Community Association Manual which is published by this agency.

Fairfax County Property Tax

Fairfax County Board of Supervisors approved the fiscal year 2005 property tax rate of \$1.13 per \$100 of assessed value which is the lowest rate since fiscal year 1992. For more information, contact the Fairfax County Department of Management and Budget at 703-324-2391, TTY 711 and on the county's Web site at www.fairfaxcounty.gov/dmb.

Donate Blood

Please consider taking time to share the gift of life. It takes an hour and each donation can save three lives. Inova Blood Donor Services is open weekdays 8 am to 8 p.m. and Saturdays 8 am to 4 p.m. at the Inova Fairfax Hospital. Walk-ins are welcome. To schedule an appointment at a convenient donor center or blood drive, call 1 866 256-6372 or log onto their website at

<http://www.inova.org/inovapublic.srt/forms/bdsrequest.htm>.

Transportation Status Report

Fairfax County Parkway, Rolling Road to Fullerton Road (Engineering Proving Grounds (EPG) Section) (VDOT Project) - Design Public Hearings were held on October 8, 2003, and December 3, 2003. Construction bid advertisement is currently scheduled for December 2006, which will allow construction to be underway in the field in spring 2007. VDOT and the County are coordinating with Fort Belvoir/DOD to resolve outstanding issues and facilitate the land transfer. VDOT has submitted to Fort Belvoir a draft metes and bounds for the land transfer. In October 2003, Fort Belvoir began the environmental clean up of the EPG site required for the Parkway extension. Environmental clean up was anticipated to be complete in Spring 2004 but has been delayed with completion now scheduled for mid 2005. In addition to the conveyance of the land, other outstanding issues include the relocation of Central Motors, and resolution of outstanding design issues. The project was endorsed by the Board of Supervisors (BOS) on January 26, 2004, and received Commonwealth Transportation Board (CTB) approval in February 2004. Tentatively estimated to be opened in December 2007.

Beulah Street, Franconia Road to the Franconia-Springfield Parkway (Virginia Department of Transportation (VDOT) Project) - Reconstruction to a four-lane divided roadway. Project was advertised for bids on October 8, 2002. Construction is ongoing, with completion anticipated in summer 2004. This third contract will complete the widening of Beulah Street. Two previous contracts, now complete, widened Beulah Street from the Franconia-Springfield Parkway to a point approximately 700 feet south of Telegraph Road (on Woodlawn Road) into Fort Belvoir. The southern-most segment was closed to public use September 2001 then re-opened for Department of Defense (DOD) employees only in June 2002.

Franconia-Springfield Metrorail Station Parking Garage Expansion (Washington Metropolitan Area Transit Authority (WMATA) Project) - Construction of 1,030 additional parking spaces. Construction complete. Open for parking on October 10, 2003.

Gambrill Road Park & Ride Lot (VDOT Project) - The project will provide approximately 220 commuter parking spaces, with an off-road bus loop next to the lot. Public Hearing was held June 5, 2001. CTB approval was received in February 2002. Construction is underway, with expected completion in Fall 2004.

Lorton Road (VDOT Project) - Originally proposed to widen Lorton Road to a 4-lane divided section within a 6-lane right-of-way between relocated Silverbrook Road and Richmond Highway, including a new railroad underpass south of the existing one-lane underpass. The project scope has been revised to construct the full 6-lane section initially. Public hearing held October 1994 with CTB approval in May 1995. The first phase of the project was construction of a temporary trestle and temporary roadway followed by the new railroad bridge. This phase is complete. A citizen information meeting was held in January 2001 on the remaining widening segments. Utility relocation completed and construction is underway, with completion expected in June, 2006.

Mount Vernon Estate Parking Expansion (Federal Project) - Environmental assessment (EA) being prepared by Federal Highway Administration (FHWA) to assess additional parking needs and associated traffic and pedestrian safety improvements at the Mount Vernon Estate. A citizen task force was formed for this project. The Final Existing Conditions Study was completed in May 2003. A public meeting was held January 29, 2004, to discuss the selected alternative for parking and trails. The draft EA was circulated in February 2004. Additional information is available online at <http://www.efl.fhwa.dot.gov/planning/nepa/index.htm>.

Old Mill Road Extended (Federal Project) - Feasibility study for widening and extending from Route 1 to Telegraph Road. Congress has authorized \$5 million to study corridor alternatives in response to closures of Woodlawn Road and Beulah Street post-September 11, 2001. Preliminary corridor analysis has been completed by the U.S. Army Corps of Engineers (USACE). Seven alignments were studied and the BOS has sent a letter to Fort Belvoir indicating that the preferred alternative is to reopen Woodlawn Road incorporating force protection "hardening" measures to meet security concerns. The BOS also endorsed alternatives A, B, and C, or a hybrid of those alternatives as a viable option to replace the capacity and accessibility lost with the closure of Woodlawn Road/Beulah Street through Fort Belvoir. On November 17, 2003, a letter was sent to the Fort Belvoir Garrison Commander stating the BOS position.

Rolling Road (VDOT Project) - Widen to 4 lanes from Old Keene Mill Road to Hunter Village Drive (north of Fairfax County Parkway/Franconia-Springfield Parkway). Previous design was essentially complete. Public hearing held in September 1990; CTB approval August 1991. Citizen information meeting held on November 14, 2001. Fully funded in VDOT Six-Year (FY04-09) Secondary Program; however, bid advertisement delayed to July 2008 due to allocation of funds. Project is currently on hold until FY 2005.

South Van Dorn Street, Phase III (Developer/County Project) - Developer project to connect Van Dorn Street to Telegraph Road (4 lanes). Fairfax County obtained a permit for road construction from the US Army Corps of Engineers (ACOE), which is valid until December 31, 2004. Roadway construction began in September 2002; however, developer construction activity was limited in 2003 due to wet weather conditions. Expected completion in fall 2004.

Telegraph Road (VDOT Project) - Widen to four lanes divided.

South Kings Highway to Hayfield Road - Funded for design and right-of-way only in the FY04-09 VDOT Six-Year Program. Projected bid advertisement in July 2010.

Hayfield Road to Beulah Street - Funded for design and right-of-way only in the FY04-09 VDOT Six-Year Program based on preliminary design plans and cost estimates. Bid advertisement in July 2010.

Route 1, Richmond Highway, Corridor Study (VDOT Study) - A comprehensive study of the Route 1 corridor (from the Alexandria/Fairfax County line southward through Fairfax and Prince William Counties to the Prince William/Stafford County line) was completed in September 1997. The current phase is the location study and environmental document for the entire corridor. Project is divided into three sections, one in Prince William and two in Fairfax with the break at Telegraph Road. Consultant notice to proceed was issued late August 2000. The Steering Committee and Technical Committee continue to meet regularly. Public Hearings were held as follows: Segment A, Prince William County section, on March 25, 2003; Segment B, from the Occoquan River to Telegraph Road, on March 5, 2003, and Segment C, from Telegraph Road to the Capital Beltway, on April 29, 2003. The Board of Supervisors endorsed the Segment B proposal on January 4, 2004. Several meetings have been held with interested parties regarding the Woodlawn historic site to discuss ways to minimize potential impacts. Meetings were also held regarding the King's Crossing area and how to reduce the potential impacts of an interchange at that location. An alternative design for this intersection was endorsed by the Board of Supervisors March 15, 2004. The priority segment for construction in Fairfax County is between Mount Vernon Memorial Highway/Old Mill Road and Mount Vernon Highway/Buckman Road; however, currently no funding is available for right-of-way acquisition or construction. The County is developing plans for an enhanced Richmond Highway public transportation corridor. Coordination continues with the Richmond Highway Bus Study and the interest in a Bus Rapid Transit (BRT) system within the corridor.

Route 1, Richmond Highway, Improvements (VDOT Project) - Widening of Route 1 to 6 lanes with turn and auxiliary lanes from north of Telegraph Road to south of Lorton Road. The typical section conforms to recommendations of the Route 1 Corridor Study, including an on-road bike facility. Bid advertisement was previously set for January 2002 but was delayed when the outgrant of 0.6 acres of Fort Belvoir property was not received on schedule. Utility relocations and land acquisition are complete. Construction started in February, 2004 with completion in November, 2005.

Route 123, Ox Road (VDOT Project) - Widening and reconstruction to 4/6 lanes (on 6-lane right-of-way) from Burke Lake Road to Prince William County Line. In the southern segment from Davis Drive to the Prince William County Line, 6 lanes are to be built initially due to traffic volumes; other segments will be initially constructed as 4 lanes. Design Public Hearings were held in March 1999. The BOS endorsed the project design in June 1999. The CTB approved the design in July 1999. Full funding is in place for this project. Land acquisition is complete. Construction on the first two segments (Burke Lake Road to Lee Chapel Road and Lee Chapel Road to Davis Drive) is complete. The third contract (Davis Drive to the north approach to the river) has been delayed due to a contractor default. Revised dates for construction

completion will be issued soon. The fourth contract including the Occoquan River Bridge and bridge approaches is underway and is expected to be completed in November 2006.

I-95 Fourth Lane (VDOT Project) - Add a fourth lane in each direction on I-95, from the Newington Interchange to Route 123 in Prince William County. A public hearing was held on June 6, 2002, and the BOS endorsed the design plans on July 22, 2002. Design is essentially complete. Right-of-way acquisition is on hold awaiting funding. Additional funding beyond the design phase has not been identified.

I-95/I-395/I-495 Springfield Interchange (VDOT Project) - Includes reconstruction of I-95/Old Keene Mill Road/Franconia Road interchange and new grade-separated interchanges at Franconia Road/Loisdale Road/Commerce Street and at Franconia Road/Frontier Drive. Project is to be constructed in 8 phases. The state has committed to construction completion in 8 years (by late 2007). Funding and construction of the final phase (Phase VIII), the High Occupancy Vehicle (HOV) ramps from I-95 to the Capital Beltway, have been deferred beyond this time period. The interchange project has been coordinated with planned revitalization improvements in downtown Springfield. Phases I, II, and III of this project are complete. Phase I included the fourth southbound I-95 lane to Newington and a new northbound I-95 ramp to Loisdale Road/Spring Mall Road. Phases II and III included portions of Franconia Road, Old Keene Mill Road, Commerce Street, Loisdale Road, and Amherst Avenue, in addition to work on portions of the interstate. All roads/ramps were opened to traffic in August 2001, and construction was completed in November 2001. Phase V, scheduled to be complete in June 2004, includes work on I-495, and at the I-95/395/495 interchange. The Phase IV construction contract, which includes work on portions of the I-95/I-495 interchange, was awarded to Shirley Contracting at a cost of \$117 million. The ramp connecting the inner loop of I-495 to southbound I-95 opened in May 2004. Phase IV completion is anticipated in late 2004. Phases VI and VII were awarded in September 2003 to Archer Construction at \$99.8 million. Construction is ongoing, with completion expected in late 2007.

The current total project budget is \$676 million. This budget amount covers Phases II - VII including the Congestion Management Program improvements and Information Center. A Congestion Management Program (CMP) was approved to address local road network operations, transit, travel demand management, emergency response, and communications during construction of the Springfield interchange. Some of the projects receiving CMP funds or advanced to help mitigate traffic congestion during construction include:

- ! Left-turn lane on Backlick Road at Leesville Blvd. (construction complete)
- ! Left-turn lane extension on Backlick Road at Edsall Road (construction complete)
- ! Second left-turn lane on Rolling Road at Old Keene Mill Road (construction complete)
- ! Turn lanes and signalization at Rolling Road/Fullerton Road gate to allow this intersection to be opened to traffic (construction complete)
- ! Park-and-ride lot at Sydenstricker Road and the Fairfax County Parkway (complete)
- ! Park-and-ride lot at Gambrill Road and the Fairfax County Parkway (construction underway)
- ! Park-and-ride lot at Backlick Road North (design initiation)
- ! Park-and-ride lot at Backlick Road South (design, for approximately 160 total spaces, has been developed; no construction funding allocated at this time)

The Springfield Interchange Information Center is open at Springfield Mall. To see updated road closures and other information, visit the project website at <http://www.springfieldinterchange.com>

I-95/495 Woodrow Wilson Bridge (WWB) Replacement (Joint Federal Highway Administration, VDOT, Maryland State Highway Administration, and District of Columbia Department of Transportation Project) -
An extensive upgrade to the existing 7.5 miles of Capital Beltway corridor including replacement of the Woodrow Wilson Bridge and reconstruction of Beltway interchanges at Telegraph Road, U.S. Route 1, I-295, and Maryland 210. In September 1996, the Coordination Committee, comprised of policy makers for the project, voted in favor of a 12-lane side-by-side drawbridge, 20 feet higher than existing (to reduce bridge openings by two-thirds), and an express/local configuration, with a pedestrian/bikeway on the north side.

The design public hearing for the Virginia segments of the project, including the U.S. Route 1 and Telegraph Road interchanges, was held on November 9, 2000. In-river construction (dredging) began in late 2000 and bridge foundation work in fall 2001. The bridge foundation and in-river work are complete and close-out is underway. The ground improvement is progressing on schedule. The three superstructure bids have been opened, the last of the three being opened in May 2003. The moveable span (draw-bridge) contract is underway and Beltway drivers can now see a 270-foot tall derrick on the Virginia shoreline. Construction is underway for the Maryland and Virginia approach. The project to tie-in the new (outer beltway) bridge structure to the Virginia portion of the Beltway (from U.S. Route 1 to the new bridge) is well underway. Construction of the remaining major components of the Route 1 interchange is underway as well as right-of-way acquisition for the Telegraph Road improvements. The total project completion date (including the four interchanges) is anticipated by 2011.

For up-to-date project information, visit the project at <http://www.wilsonbridge.com> or call the Woodrow Wilson Bridge Design Center at (703) 329-0300.